

AN EXPRESS TRAIN

Crashes Into a Special Excursion Train on a New Jersey Railroad.

List of Dead Number Fifty and Injured Daily Sixty—Sinking Scenes at the Morgue and Hospitals—Responsibility Not Yet Fixed.

ATLANTIC CITY, N. J., July 31.—A terrible railroad catastrophe took place on the Meadows, about two miles out of this city, shortly after 6:30 o'clock Thursday evening, resulting in the death of 43 people, so far as now can be learned, and the wounding of 80 others. A train left here consisting of seven cars over the West Jersey railroad bearing a special excursion of Red Men and their friends, of Bridgeton, N. J., and Salem, and had reached the crossing of the Reading railroad when it was struck by the 5:40 down express from Philadelphia, demolishing two cars and telescoping the two following. The engine of the Reading train became a total wreck, killing the engineer and fatally injuring the fireman, and the car behind also was thrown from the track and many of its occupants killed or injured.

The responsibility of the collision has not yet been placed, but William Thurlow, the operator at the block tower situated at the crossing, has been placed under arrest by order of the coroner.

Leaving this city the tracks of the West Jersey road run parallel to those of the Camden & Atlantic until after they cross the drawbridge, when they switch off to the south, crossing the Reading road at an obtuse angle.

John Greiner, the engineer of the West Jersey train, saw the Reading train approaching the crossing at a swift speed, but as the signals were open for him to proceed on his way he continued. His engine had barely cleared the track of the Reading when the locomotive of the latter train which left Philadelphia at 6:40 struck the first car full in the center, throwing it far off the track into a nearby ditch, and completely submerging it. The second car of the West Jersey train was also carried into the ditch, the third and fourth cars being telescoped. The engine of the Reading train was thrown to the other side of the track, carrying with it the first coach. A few minutes after the collision, to add to the horror of the situation, the boiler of the Reading locomotive exploded, scalding several to death and casting its boiling spray over many of the injured passengers.

As soon as the news reached this city it spread wide and thousands of people flocked to the scene. The road leading to the place of the collision was a constant procession of hacks, busses and bicycles and all kinds of vehicles, while thousands of pedestrians hurried along the path to render what assistance they could or to satisfy their curiosity.

Darkness fell quickly and the work of rescuing the injured and the dead bodies was carried out under the lurid glare of huge bonfires. It was a gruesome sight presented to onlookers as the mangled and burnt forms of the dead were carried from the wreckage which bound them and laid side by side on the gravel bank near the track with no other pall than the few old newspapers gathered from the passengers. The wounded were quickly gathered together and carried by train and wagon to the Atlantic City hospital, where six of them died shortly after their arrival.

The old excursion house at the foot of Mississippi avenue was converted into a morgue and thither the dead were taken. At a late hour Thursday evening there were 29 bodies laid out there, none of whom are as yet identified. This city is terribly excited over the accident. The streets in the vicinity of the excursion house and the city hospital, as well as the road leading to the scene of the accident, being packed with people anxious to learn the latest. The Bridgeton and Salem excursionists who escaped injury were brought back to this city and sent home on a special train several hours later in the evening.

James Hoyt, secretary of the department of public safety, immediately, upon learning the extent of the catastrophe, telegraphed for the Philadelphia emergency corps, 150 of whom responded, and hurried to this city on a special train, which left Philadelphia at 10:45 p. m. These surgeons materially aided the volunteer corps of this city, who embraced almost every physician at present within its confines. Many of the injured were taken to hotels as the city hospital soon became overcrowded. About 30 of the wounded had their injuries dressed and were able to proceed on their way. It is expected that fully a dozen of those now lying in the hospital will not survive their injuries.

Mrs. Edward Farr, the wife of the Reading engineer who met death while performing his duty and was found with one hand on the throttle and the other on the brake, when informed of the accident and her husband's tragic death, was unable to withstand the shock and fell to the floor dead.

PHILADELPHIA, July 31.—Advices from Atlantic City to the offices of the Philadelphia & Reading road in this city Friday morning place the number of killed in Thursday night's railroad accident at 43, including the engineer and fireman of the Reading train. There are no new developments regarding the responsibility for the terrible loss of life, but the accident seems to have resulted from the failure of Engineer Farr, of the Reading train, to obey the signals at the block station which, it is generally agreed, were set against his train and required a full stop. Engineer Farr and his fireman were both killed. Engineer Kriner, of the West Jersey, says that as he neared the crossing he saw the Reading train approaching from the opposite direction. A Camden and Atlantic train was also coming toward this city and it seemed to him that both trains were racing.

The signals at the block house were open for him to go on, and, knowing that if such be the case, that the block must be against the Reading train, he expected the latter to stop. Before he realized it he saw a collision was inevitable, and he was about to jump at the point where the Reading engine now lies, but he took a desperate chance and stuck to his post.

ATLANTIC CITY, N. J., Aug. 1.—As a result of the terrible collision on the Meadows Thursday evening between the Reading railroad express from Philadelphia and the Bridgeton excursion train out of here, 47 people are dead and 44 are lying in the hospital here more or less seriously hurt. Of the injured in the hospital several are expected to die.

Besides those seriously enough hurt to be in the hospital, a score or more of people were bruised and shaken up and went to cottages. The fearful shock of the collision is illustrated in the fact that of the 47 dead, 43 have been identified and the bodies of three women, one man and a boy are lying at the undertaking shops awaiting claimants.

The responsibility for the accident is hard to place at this time, but the burden of it seems to rest upon the dead engineer of the Reading train, Edward Farr, though an official investigation may clear his name.

The list of dead, almost all of whom are from Bridgeton, follows:

Mrs. J. D. Bateman, Chas. Seibert, Joseph Peters and son, Reba M. Loper, Miss Tillie Leeds, Hattie Loper, Manie Chinney, Wm. Spaulding, Henry Hughes, Wm. P. Rickett, Jos. Cheney, Charles May, Mrs. Sallie Frees, three unknown women, one unknown man, one unknown boy, S. P. Murphy, Millville, N. J.; J. D. Johnston, Bridgeton; Charles D. Bourroughs, Bridgeton; G. B. Taylor, no address; Mr. and Mrs. P. C. Goldsmith, no address; Samuel Thorne, baggage-master, Atlantic City; D. E. Wood, Philadelphia; John Grever, Bridgeton; Chas. Eckler, Salem, N. J.; Charles McGee, Bridgeton; F. D. Dubois, Woodruff, N. J.; Mrs. Joshua Earnest, Bridgeton; Mr. and Mrs. Trenchard, Bridgeton; Edward Farr, engineer; Samuel Thorne, baggage-master; Charles Muta, Bridgeton; H. F. Bell, Bridgeton; W. C. Looper, Bridgeton; Mary Wentzell, Alloway, N. J.; Lillie Carr, Bridgeton; Pearl Muta, Bridgeton; Mrs. Elmer May, Palatine, N. J.; Mrs. H. F. Bell, Bridgeton; Anna Frees, Bridgeton; Charles May, Palatine, N. J.; James M. Bateman, Palatine.

The known injured are: Howard Woodland, Bridgeton; Samuel Mulz, Bridgeton; W. H. Spaulding, Philadelphia; Howard Smalley, Bridgeton; W. C. Hensley, Philadelphia; Lizzie C. Hensley, Mrs. A. E. Abbott, Rhoadestown, N. J.; Lizzie Smalley, Bridgeton; Caroline Smalley, Bridgeton; C. D. Frazier and wife, Bridgeton; Irwin Dubose, Bridgeton; Mrs. M. Keiger, Elmer, N. J.; Jacob Johnson, Shirley, N. J.; Stanley Wenzel, Alloway, N. J.; Fred Sheeney, Bridgeton; Mrs. Susan Johnson, Shirley, N. J.; Mary Shimes, Freeborough, N. J.; Wm. Baughne, Bridgeton; Charles Crynick, Bridgeton; Violet Alfred, Bridgeton; Wm. Simpkins, Salem, N. J.; Mason Worth, Philadelphia; Albert Taylor, Bridgeton; William Boughton, Bridgeton; Edward Seely, Bridgeton; Chester Burgess, Bridgeton; Howard Woodlaw, Bridgeton; ex-Judge Jacob Hitchner, Bridgeton; Mrs. Hitchman; Mrs. E. A. Abbott, David Frieze, Bridgeton; Mrs. Job Keiger, Elmer, N. J.; Thomas F. Morrell, Bridgeton; Charles Horner, Bridgeton; H. Watson, Yorktown, N. J.; Fred Chenway, Bridgeton; Mary Pliney, aged 11, Yorktown; Mrs. F. F. Fralinger, Philadelphia; John S. Kelley, Camden, N. J.; Rachel Abbott, Rhoadestown, N. J.

The uninjured and those only slightly hurt among the Bridgeton excursion party were in a frenzy of agony. The train struck was the first section of the excursion train, and those on the second section flocked to the hospital and morgue as the victims were brought in. Two miles out on the Meadows the wrecking crews of the Reading and West Jersey railroads were toiling by the light of huge bonfires to clear away the wreck and splinters of broken cars. By dawn they had practically cleared up the tracks. Broken and battered out of shape, the huge engine of the express lay on its side by the track. Plunged beneath, with his pale, blood-stained face staring into those of the men working was Farr, the engineer.

The scenes as the bodies were identified were sad and pathetic beyond words. Houser, the operator in the signal tower, certainly set danger signals for the Reading train when he gave the excursion the right of way. The question is, did he set the signal in time for Engineer Farr to see it? Or did he become excited when he saw a collision imminent and set it too late for Farr to stop his train? Farr was an experienced engineer and it seems incredible that he would rush past a danger signal down to a crossing that was being approached by a train he could clearly see.

Further, the Reading has the right of way at the crossing over Pennsylvania trains, and still further, an express has the right of way before an excursion special. Still, in view of the statement of Engineer Greiner, of the excursion train, who was interviewed in Camden Friday, and the position of the signal arms, the burden of the responsibility at present rests with the dead engineer.

Hot in St. Louis. St. Louis, Aug. 1.—Six persons have succumbed to the terrific heat in this city since Thursday evening. The death ratio is increasing at an alarming extent and only cool weather will bring relief. Since six days ago the maximum temperature has registered 90 degrees and the minimum has been 58 degrees at the government office.

Mr. Hahn made his first assignment of republican campaign speakers Wednesday, giving Senator Thurston the opportunity of opening six state campaigns.

LAID TO REST.

Eleven Victims of the Railway Collision Buried.

Day of Mourning and Sorrow in Bridgeton—Hearses Did Tiresome Duty and Carriages Carried as Many as Four Separate Groups of Mourners.

BRIDGETON, N. J., Aug. 3.—The bodies of 11 victims of the railroad collision at Atlantic City were buried from this city Sunday. One was buried Saturday; Monday there will be four more burials and Tuesday nine. Thus, if no more succumb to their injuries, there will have been 28 deaths from among this city's population.

Those buried Sunday were H. Frazier Bell and his wife; Charles Sooy, ar., and son, Charles; Joshua Ernst, deputy county clerk, Richard W. Trenchard and his wife; Joseph Peters and his son, Morris, and James Bateman and his wife.

There were so many funerals that the facilities for burial were overtaxed. Hearses did tiresome duty and carriage drivers carried as many as four separate groups of mourners to the cemeteries. Great crowds, largely made up of tearful women, gathered in the streets outside the funeral houses and flocked in groups about the old stone church, Broad street and Overbrook cemeteries, where the interments took place.

There expressions of sorrow for the dead, words of sympathy for the suffering, and ready offers of succor to the bereaved. Fortunately, though, there are very few, if any, cases of real need, so far as known. The victims of the hapless disaster were in almost all cases so situated as to leave no destitution behind, although there may be one or two cases calling for assistance.

In the churches the deepest sorrow, for in almost every case the dead was a member of some one of the churches of the city. The preachers, with choked voices, drew lessons from the fearful wreck, but while one looked upon it as a visitation of Providence, called forth by the wickedness of thousands who were drifting rapidly to perdition, another said nothing more or less than a calamity due to gross carelessness on somebody's part. Another took the middle ground and spoke of the crash as an appalling disaster which carries its own lessons of fortitude and Christian forbearance, and developed the love and sympathy for this community from the wide world.

One of the saddest cases was that of Sooy. The mangled body of the father was left in the hearse, while that of the son was carried into the house while the services were being held. Within the dwelling there were moans and laments from the stricken widow and mother and deep wailings from her seven fatherless children. People wept for sympathy for this sorely afflicted woman, whose deep distress afflicted sorrow to every heart. Amid it all there arose the soft cooing of an infant, a three-weeks' old child, the youngest of the father's flock. As the white casket containing her boy's remains was carried out to the second hearse, the poor woman, leaning on an elder son, moaned: "Oh, why should it have happened! Oh, can I give them up?"

For many a year Sunday, August 3, 1896, will be remembered in Bridgeton as a day of mourning and sorrow.

A SYMPATHETIC STRIKE

On Account of the Brown Hoisting Company Trouble Urged.

CLEVELAND, O., Aug. 3.—At a meeting of the representatives of the labor unions of this city Sunday night it was determined to urge upon the Central Labor union, at its meeting Wednesday, the calling of a sympathetic strike on account of the Brown Hoisting company trouble. As the unions reported and those which have already expressed opinion in favor of such a course contribute a large majority of the members of the Central Labor union, a general sympathetic strike is a certainty. The plan is first to call out all iron workers, who number about 20,000, and, if necessary, every union man in the city will be called out later. Four companies of troops are now camped at the Brown works and more will likely be ordered Monday. The situation is the gravest which Cleveland has ever faced. John Prince, the man shot by the "scabs" Saturday, still lies in a critical condition. The union men are now arming, claiming they have the same right to carry pistols as the "scabs."

United States Consul Sparks Dead. EAGLE PASS, TEX., Aug. 3.—Maj. Jesse W. Sparks, United States consul at Piedras Negras, Mexico, died suddenly at his room in the International hotel of heart failure. Maj. Sparks was a prominent candidate for governor of Tennessee when appointed consul by President Cleveland. He was vice president of the United American Veterans, an association of united confederate soldiers.

Boy Burned to Death. PHILADELPHIA, Aug. 3.—The plant of the Philadelphia Paving and Construction Co., manufacturers of asphaltum, at Fifty-eighth street and Gibson Point, was destroyed by fire early Sunday morning. The loss is \$12,000, partially insured. Parnell Dougherty, aged 14, who was sleeping in the boiler house, was burned to death.

Will Prosecute Druggists. WINCHESTER, O., Aug. 3.—The Anti-Saloon league, recently organized here by Field Secretary S. H. Bartlett, of Cincinnati, and which gained a victory by having council close the saloons at 7 o'clock p. m., and later passing the prohibitory ordinance, is now giving its attention to the druggists. Rev. N. G. Humphreys, a representative of the league, and pastor of the M. E. church, served written notices on the druggists that the league will prosecute them for selling liquor. The druggists will fight the league and their attorney says they can recover damages where their business is injured.

Nominated Norton for Governor. HARTFORD, Ct., Aug. 3.—The socialist labor party, of Connecticut, held its ninth state convention in this city Saturday and Sunday, closing Sunday night. John A. Norton, of Bridgeport, was nominated for governor. The old platform was re-adopted.

Ice Plant and Brewery Destroyed. CENTRALIA, Ill., Aug. 3.—The Centralia brewery and ice plant was totally destroyed by fire. Estimate value plant \$20,000, insurance \$7,000. The plant was owned by St. Louis capitalists and under the management of J. H. Hinkle, of that city.

IS HE INNOCENT?

A Convict Confesses to a Murder for Which Another Man Was Convicted.

The Testimony Was Purely Circumstantial—Two Other Men, Who Are Suspected, Are Still Fugitives From Justice—Great Excitement.

BALTIMORE, Aug. 3.—The convict known as Frederick Whitney, who committed suicide at the Maryland penitentiary Saturday, appears by his own confession to have added murder to his long list of crimes. Friday afternoon Whitney sought out Warden Weller and intimated that he meant to end his miserable existence. In the course of his conversation with Mr. Weller the man said his real name was Frederick Hildebrand and that his home was in Detroit, Mich.

The "hold-up" of City Councilman Swindell, for which Whitney was serving an 18 years' sentence, occurred on March 23, 1895. In his confession he said that while fleeing from the Baltimore detectives he killed and robbed a man in Altoona, Pa., in April of last year.

"While we were in Altoona," declared Whitney, or Hildebrand, to the warden Friday, "I assaulted a man on the street, murdered him and robbed him of his money, quite a large sum. For this murder another man was arrested, tried and convicted."

"Was your pal, Williams, implicated in this murder?" asked the warden. "No, sir, I did it all myself. I am alone guilty and can stand the strain no longer."

The warden tried to gain more information from his prisoner, but failed. He set apart an hour for a further conference with Hildebrand, but the opportunity for which the prisoner had long waited presented itself Saturday, and the unfortunate man threw himself from a window and dashed out his brains on the flagging 30 feet below.

Information from Altoona states that April 5, 1895, Henry Bonneka, a reputed miser, was murdered. A man named Wilson was arrested and convicted of the crime, mainly on circumstantial evidence, and is now awaiting the death sentence.

The suicide was 35 years of age. When incarcerated in the penitentiary he gave his occupation as a ball player.

John B. Williams, who was implicated in the Swindell "hold-up," in this city, and is serving a 18-year's sentence in the penitentiary, confessed to Warden Weller Sunday that Hildebrand's statement was true.

"Hildebrand killed old man Bonneka," he said, "and secured \$11,000. I helped him count the money. We hid it near Altoona."

ALTOONA, Pa., Aug. 3.—If the confession of the convict known as Frederick Whitney, who committed suicide at the Maryland penitentiary, is true, that he killed Henry Bonneka in this city, an innocent man now lies under sentence of death for the murder. There are some discrepancies in the story of Whitney's confession, as sent from Baltimore, as to the facts of the murder. Bonneka was not killed upon the street, but was found strangled to death in his house here on April 6, 1895. Whitney was in Altoona at the time of the murder, was suspected and was followed to Baltimore by detectives, but not enough evidence was gathered against him to warrant his arrest. Three other men fell under suspicion and finally one of them, Frank Wilson, was arrested.

Wilson at first admitted having been present when Bonneka was killed. He afterward retracted his admission and was recently tried and convicted of murder in the first degree. He is now under sentence of death in the county jail. The other two men who are suspected of having been Wilson's accessories are still fugitives from justice.

District Attorney Hammond talked with the warden of the Baltimore penitentiary Sunday, and learned that Hildebrand was insane when he made the confession. The news created a good deal of excitement in this city, especially among the people who believe Wilson and Farrell are innocent, they having been convicted of the murder of the miser on circumstantial evidence.

COLORED RECRUITS

For the Cuban Army From the States of Georgia and Florida.

CHICAGO, Aug. 3.—A special from Muncie, Ind., says:

Truman Stewart will sail in October from Key West, Fla., for Cuba with over 1,000 colored recruits for the Cuban army from the states of Georgia and Florida. Mr. Stewart has personally interested himself in the cause of the Cuban insurgents, and has made all necessary arrangements for transportation of his soldiers to that island, and spent a great deal of time in the south the past winter and spring perfecting his plans. For the benefit of his cause he will have a grand Cuban festival and band concert at Selma, August 22.

Tornado Near Winchester.

WINCHESTER, O., Aug. 3.—A tornado passed through the northern part of this county, sweeping all the timber in its path to the ground. Barns, with their contents, were blown down, two or three houses were literally torn to pieces, and crops are reported ruined. No loss of life is reported.

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LIVED WITHOUT A BRAIN.

Human Parasite, Who Has Been a Mystery to Physicians.

A Williamsport man has surprised the scientists by living for years without a brain, claims the Wilkes-Barre (Pa.) Record. John Bly, aged 20 years, who died recently, had suffered for a long time with a tumor, which grew into the very base of the brain, and occasioned his death. The growth had a visible effect upon his brain, and the case became a curiosity to the medical profession. The tumor was imbedded too deeply into the brain tissue to admit of an operation. It was found that the tumor was nearly as large as a billiard ball. It was so located as to demoralize the nerves of the sight center, and as a consequence young Bly was blind for over three years.

It was developed at the autopsy that the entire brain had been hollowed out by the action of the tumor. The cavity was at least five inches in length, and was filled with pus. All that was left of the brain was a thin shell, composed of the tougher tissues, which were less susceptible to the process of decay. When an incision was made in the shell the whole mass collapsed.

The circumstance which made the case almost unprecedented in the annals of medical science was the manner in which the patient retained his rationality and faculties under the circumstances. He had the senses of touch, taste, hearing and smell, had very tolerable control of his locomotor muscles, could talk, and, in fact, was comparatively discommoded in no other way than by the loss of vision. His retention of memory was remarkable. He was able to memorize poems up to within two weeks of his death.

BORROWED FROM BYZANTIUM.

Russian Coronation Ceremonies Closely Resemble Those of the Old Empire.

Only those who have studied Byzantine history can have any idea of how closely the coronation of the Moscow coronation resembles, even in its minutest details, that which used to be observed at the coronation of the Byzantine emperors, says the London Chronicle. Although the Russian church did not separate from that of Rome until the twelfth century—that is, nearly 400 years later than the schism of Photius, which rent the western and eastern churches asunder—nevertheless it retained its oriental rite. In 1184 a Russian commission arrived in Byzantium to study the etiquette and ceremonial, ecclesiastical and profane, of the court and church of that capital. On their return to their native country a great change took place in the national costume, architecture and ceremonial. When Moscow became the sacred city par excellence of the empire the kremlin was rebuilt on the same lines as the Blachernae palace, on the land walls of Constantinople. Like its Greek model, it consists of a series of halls and apartments—kloeks, as the Turks call them—linked together by gardens and interspersed with scores of churches and monasteries, the whole surrounded by a wall and entered by strongly fortified gates, above which were icons of the virgin and saints. Burnt down early in the century, it has been rebuilt in plainer architecture, but on the same Byzantine plan.

Having gained the higher level, they throw down their burdens by the wash boxes and descend by other bridges at a steady trot in a silent, orderly and unbroken stream. The men at the wash boxes, which are long, sloping troughs of wood, throw in the dirt and by raking it back and back under a nicely regulated flow of water they separate the black tin sands from the spoil and shovel it into tubs ready for the smelting house, while the spoil is flung down the slope of the hither side of the paddock.

Among the many objects of interest that have been brought to light by the Anglo-Venezuelan dispute there is perhaps none that claims so much attention from the scientific world as the so-called mountain of Roraima. Situated in the southwestern corner of Sir Robert Schomburgk's alleged boundary between Guiana and Venezuela, this wonderful geographical phenomenon, although long known, has elicited but little interest. In point of fact, however, it is a veritable scientific sphinx. This stupendous mountain, or isolated tableland, which the native Indians call Roraima, or the "mysterious," rises high in solitary grandeur above the surrounding mountain system, its perpendicular rocky sides rendering it absolutely inaccessible to the foot of man or beast.

Crowning this impenetrable fortress of nature is a tract of territory estimated to contain upward of 140 square miles. Unlike other inaccessible mountain summits of the world, this elevated region is no mere wilderness of snow-capped ridges. On the contrary, all the indications, including the positive evidence of the telescope, point to its being covered with forests, intersected with rivers fed from lakes, and to its possessing a climate that must, in the nature of things, be temperate—that is, neither wintry, despite its altitude, nor tropical, despite its equatorial position.

MOUNT RORAIMA.

Strongest Peak of Mountain Building in the World.

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Just because I won't give her a lump of sugar she starts crying like a child and that sets baby off, so that they fair worry my life out between them." "Give me the child," said the mistress, scarce able to repress a smile at nurse's distress, and as she went along the passage she heard the girl say: "Oh, you are an aggravatin' insect if there ever was. Give over crying, can't you?" And in reply Polly sobbed louder than ever, so that the cage was shaken with the violence of her woe.

WILLING TO LEARN.

Lord Chelmsford relates that a friend of his at the bar was once engaged in a nautical case in which it appeared that a vessel had been exposed to a very severe gale of wind, and had been thrown upon her beams' ends. The barrister, ignorant of nautical matters, asked a seaman who was in the witness box how it was they did not lower the topmast, upon which the witness said, with a sneer: "If you knew as much of the sea as I do, you would know that this is not a very easy matter." This incident led the counsel to turn his attention to the subject, and he invented an apparatus for lowering topmasts, for which he obtained a patent and realized thereby upward of \$100,000 by his invention.

His Brother Was Dead.

A millionaire railway king has a brother who is hard of hearing, while he himself is remarkable as having a very prominent nose. Once the railway king dined at a friend's house, when he sat between two ladies, who talked to him very loudly, rather to his annoyance, but he said nothing. Finally one of them shouted a commonplace remark, and then said in an ordinary tone to the other: "Did you ever see such a nose in your life?" "Pardon me, ladies," said the millionaire, "my brother who is dead," thought the owner of the nose.

KAISER AS AN INVENTOR.

Devises a System of Fastenings for Doors in Men-of-War.

The latest capacity in which the German emperor has chosen to reveal himself, says the New York Times, is that of an inventor of a new system of fastenings for watertight doors in men-of-war. He turned up in the harbor of Syracuse recently in the Hohenzollern, and the officers of the British cruiser Astrea, which happened to be lying there, were not a little astonished soon after to see him approaching their vessel in a steam launch, attired in the panoply of a British admiral. He inspected the Astrea minutely and then carried off the captain to the Hohenzollern. After entertaining him royally he took him down into the engine room and there pointed out a watertight door in one of the bulkheads, which, he said, he had invented himself and expected to see imitated generally. The door was of the kind known technically as a "clipped door"—that is, it is secured when shut by means of short lever catches which are called "clips." In the English service as many as a dozen of these clips are often used to secure one door. The improvement claimed by the emperor is that instead of having to work the clips singly, thus involving several operations, he can, by an arrangement of levers, work them simultaneously in one operation only. Provided the mechanism is not too complicated and likely to get out of order, the invention seems to be one of considerable practical value, the manifest objection being that if the lever happens to be out of order at a critical moment all the clips and the door would be useless.

A TIN MINE IN PERAK.

Primitive Methods That Seem Sufficient for the Purpose.

We came to the edge of the mine, or paddock, as it is called, which, after all is nothing but a broad open pit with sloping sides and perhaps some 40 or 60 feet in depth; a poor thing in the eyes of anyone expecting shafts and machinery and the elaboration of western methods, but sufficient for its purpose, as Chinese methods are apt to be, says Macmillan's Magazine.

Three hundred men clad in loose blue coats and drawers and plaited sun hats three feet across are digging up the pay dirt at the bottom of the pit with great hoes and putting it on flat wicker baskets, sling one at each end of a yoke and, balancing the load across the shoulder, they carry them up to the level ground (vibrating in time with their steps) by narrow tree trunks, notched with footholes, which are placed at short intervals athwart the sloping sides of the pit.

Having gained the higher level, they throw down their burdens by the wash boxes and descend by other bridges at a steady trot in a silent, orderly and unbroken stream. The men at the wash boxes, which are long, sloping troughs of wood, throw in the dirt and by raking it back and back under a nicely regulated flow of water they separate the black tin sands from the spoil and shovel it into tubs ready for the smelting house, while the spoil is flung down the slope of the hither side of the paddock.

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Strongest Peak of Mountain Building in the World.

Among the many objects of interest that have been brought to light by the Anglo-Venezuelan dispute there is perhaps none that claims so much attention from the scientific world as the so-called mountain of Roraima. Situated in the southwestern corner of Sir Robert Schomburgk's alleged boundary between Guiana and Venezuela, this wonderful geographical phenomenon, although long known, has elicited but little interest. In point of fact, however, it is a veritable scientific sphinx. This stupendous mountain, or isolated tableland, which the native Indians call Roraima, or the "mysterious," rises high in solitary grandeur above the surrounding mountain system, its perpendicular rocky sides rendering it absolutely inaccessible to the foot of man or beast.

Crowning this impenetrable fortress of nature is a tract of territory estimated to contain upward of 140 square miles. Unlike other inaccessible mountain summits of the world, this elevated region is no mere wilderness of snow-capped ridges. On the contrary, all the indications, including the positive evidence of the telescope, point to its being covered with forests, intersected with rivers fed from lakes, and to its possessing a climate that must, in the nature of things, be temperate—that is, neither wintry, despite its altitude, nor tropical, despite its equatorial position.

CRACKER ENGLISH.

Much of It Is Simply Obsolete English Idiom.

A writer in the Chautauquan says that many "cracker" idioms of the south are simply obsolete English idioms. "Fielding, for instance," he says, "makes a very near approach to the crackerism 'He allowed he'd do it' in such a passage as this: 'The audience allowed I did your part justice,' and when Burke complains that 'England is disfigured by its forces' he is using almost the exact phraseology of my cracker neighbor who has come to borrow a peck of meal, and politely hopes that I am not 'disfurnishing' myself for his accommodation. 'Ill' is still heard, even among the better class of rustics, in the pine woods of Georgia and Alabama in its Shakespearean sense of 'dangerous' or 'wicked,' as 'the copperhead is an 'ill snake,' or 'Johnny is a very ill'—that is, naughty—'boy this morning.' I am told by a friend from Kentucky that the same usage, though rare, is not unknown among the same class in that state. To 'favor,' meaning to resemble, as 'he favors his father,' was good English in the days of Addison and Shakespeare, and is derivative, 'ill-favored,' is still current."